mittee's boat, which anchored about south by east of the lightship. Then the crowded excursion hoats dipped their guard rails mder as all hands crowded to the sides nearest the yachts, now manœuvring back of the line. Capt. Charles Barr of the Coumbia showed that he was quite equal Capt. Sycamore as a jockey. the starting gun boomed the skippers were fighting for the weather berth in crossing. The Shamrock II. forced the Columbia over the line a moment before gun fire and in doing so went over herself Both yachts managed to get back, and this time Barr was eleverer than the Briton. crossing 12 seconds ahead of him. Both yachts were on the port tack. It was diffito tell, because of the varying angles of view from following craft, which of the contending ships had the advantage. The course was east by north, from which point the breeze was then making an effort to blow about 10 knots. It was seen after a series of tacks by both yachts that the abis had weathered her antagonis went on the port tack about forty ninutes after the start and crossed the Shamrock's bows probably 180 yards ahead I her. The breeze was puffy and variable

Morely a zephyr stirred the bunting of the fleet an hour and a half after the start Shamrock got in irons making an effort to go on the port tack. She swung lazily back on the other tack again and went wind-hunting in toward the Long Island hore. She got a breeze and tacked on the weather bow of the Columbia, which also went on the starboard tack. In several tacks following, the Columbia, ap-parently to leeward, plainly outfooted the Lipton yacht. A shift of the wind almost to the southeast helped the Columbia, if the opinion of experts aboard the press boat may be trusted. The talent sboard Shamrock II. decided to set another jib topsail. It was merely a triffe larger than the first and didn't affect the

The Columbia and the challenger wer then heading for the outer mark on the starboard tack. The breeze had dropped to about four knots, and the Columbia moved indolently around the mark. Her boom swung off slowly to starboard at 3:05:32 nd she broke out her immaculate balloon fib topsail. The floating multitude let out all the power of its lungs sirens screamed whistles roared or screeched, bands played and eannon punctuated the uproar. As i was, by a large majority, distinctly a Columbia crowd, there was much jubilation mingled with the riotous applause. Nearly all the procession of craft courteously mark, which she did at 3:12:47, or 7 minutes and 15 seconds astern of Columbia.

The talent on Shamrock II. was a long time getting out a larger jib topeail. It was thought she would set a balloon, but instead she set a reaching jib topsail. began to assume a southwesterly tendency Columbia soon doused her balloon and substituted a reaching jib topsail A further shift to the south of west and further dropping of the breeze indicated to the fleet that there was little or no chance of the yachts finishing within the time limit. The signal telling that time was up and that the race was off set propellers and paddles going in the only real race of the day the race for the Narrows. And tug skip pers who had been longing for chances to get other skippers "hooked up" and had it out for twenty miles or more. The little Dew ey, noted as a harbor racer, undertook to distance the big Walter A. Luckenbach She got in the big boat's wake and shipped barrels of water, and she actually got abeam of the Luckenbach. Then her passengers and crew came out on deck and shouted derisive things across the water. But the Luckenbach wasn't trying

Work of the lachts From Morning Until

Night. There was a glorious outlook for a race when the vachtsmen turned out early yesterday morning and gazed out on the waters beyond Sandy Hook. A nice fresh breeze from the eastward and northward was blowing and there was quite a roll on the ocean. The sky was clear and if the conditions held there was every promise of there being a quick, good race. A hundred and one little things had to be done on the Columbia and Shamrock and Captains Barr and Sycamore had their men hustling as soon as they had eaten their breakfast. Sails were got out in readiness to be hoisted and a few articles that were not necessary on either yacht during the race were sent over to the tenders. Columbia was the first yacht to leave her moorings in the Horseshoe. She took a line from the tug Wallace B. Plint, dropped her moorings and proceeded out past the point of the Hook and into the Gedney Channel. On board this yacht were ex-Commodore E. D. Morgan, Herbert C Lee is, James Parker, Col. R. T. Emmett and A. C. Tower and H. M. McGildowney, the representative of the Royal Ulster Yacht Club. The crew were all grouped around the mast and Capt. Barr and Mr Morgan, standing near the wheel, wer sizing up the conditions outside before they made any effort to send up the sails which would be used during the day. The tide was running out of the harbor, and a breeze which was blowing better than 12 knots an hour whipped against the water and churned it up so that there was quite a jump This was more marked in the channel near the bar, and the Columbia rose and fell on the waves and threw big volumes of water on each side of her bow.

COLUMBIA PIRST TO GET UNDER WAY. Just as the Columbia got under way the erew of the Shamrock took the gaskets off the sail and getting hold of her throat and peak halliards ran aft with them, and the big piece of canvas began to slide slowly up the mast. It was soon in position and then a line was taken from the tug James A. Lawrence, moorings were dropped and at 9:30 ck the Shamrock stood out after her rival, the Columbia. As she got under way the crew sent a medium-size club topsail aloft, which was soon set, and then head sails were sent up in stops and she was all ready to sail out when Capt. Sycamore wanted to cast of his tow. On the bar when she got into the big sea she pounded and jumped, as did the Columbia, but further out in deeper water and when there was very little tide running against the wind the sea was much smoother, but the long ocean roll usually met off the Hook was coming in. On board the Shamrock pere W. G. Jameson, George L. Watson, Thomas Ratsey, Robert Ure, Commodore Hilliard and W. B. Dune an, Jr, who represented the New York Yacht Club.

The Columbia towed right out to the Sandy Hook lightship before any effort was made to send up a sail and then her head was hauled into the wind by the tug lawrence and the mainsail sent up, over which a medium sized club topeail was set. This was at 10 o'clock and half an hour later she cast off her tow, broke out her jib and circled around the lightship waiting for the start The sun by this time shope out brightly It was a typical September day. A few fleacy white clouds hovered over the hori-mon to the castward and a slight mist en-shrouded the shore. Out by the lightship

the wind was blowing about 19 kmc an hour, but it was getting lighter every minute and many who had expected a fine race in a brisk wind were beg match before the day was over, with the possibility of the race not being ended in time. For the last two or three days there have been nice sailing breezes early in the morning, but the breezes have died away toward noon and it has been calm later on. The Sharprock held on to her tow until very near the lightship and then, break ing out her jib, the hawser was thrown overboard and she reached on toward

the starting line.
The Regatta Committee, Mesers. S. Nicholson Kane, Chester Griswold and Newbury D. Lawton, was early on hand on the big tug Navigator. Three other tugs were out there ready to help in laying the course when wanted. One was the Edward Luckenback, which was to be used to log the course; another was the Buccaneer. the guide boat which would show the yachtemen the direction they had to sail, and th third was the Unique, which would be used as a stakeboat if the starting line was moved away from the lightship

PREPARATIONS POR THE RACE

The wind was from the east by north, and to windward from the lightship, and the Regatta Committee made its preparations accordingly. At 10:30 o'clock the sign code flag for the letter C was hoisted, which notified every one that the course was fifteen miles to windward and return. A few minutes later the letters D. B. V. were run up, which meant east by north, signifying the direction in which the yachte had, to sail. The Edward Luckenback circled around the lightship and dropping the log over her stern she started off measure the course and place the outer mark, and as soon as she started the revenue cutters and yachts that had been pressed into the service as guard ship occeeded to clear a space around the lightship in order to allow the competing yachte room to manœuvre without being oothered by the excursion fleet or being cramped for room. The captains of a the craft seemed anxious to help as much as possible and there was soon a half circle drawn northwest of the lightship, at a radius of about three-quarters of a mile, by the fleet of excursion steamers, tugs and yachts The committee boat drew the starting line, anchoring east by south of the Sandy Hook Lightship. While all this was going on the two yachts sailed about very near the starting line and everybody received a good opportunity to compare their sails and other points that are criticised by vachtsmen.

Columbia looked small compared with the challenger, whose club topsail towered away above that of the American boat The sails of the Shamrock were of a reddish tinge and contrasted strangely with the creamy whiteness of the canvas carried on the Columbia Columbia's sails all fitted very well. She used the mainsail with which she had been so successful in the trial races, and the club topsail she carried fitted much better than it has at any time during the season. The leach was tight and kept from flapping by three small battens. The head sails were nev and they, too, were kept in proper shape Shamrock used a mainsail which had much low flow in it than the sail used by Columbia and it was criticised as being a little too flat. Every sail fitted perfectly, and, judging by the condition in which the two suits were, no excuse would be allowable on either boat on the score of ill-fitting can-

At 10:55 o'clock a gun boomed from the Navigator. The blue peter was hoisted on the stay, notifying the racing craft that the preparatory signal was given and they had fifteen minutes in which to get ready for the start. At that time the Shamrock was on the starboard tack, heading to the north and very near to the lightship. The Columbia was heading south. She was on the port tack, and was near the committee boat end of the line. A minute later the Columbia tacked and stood back toward the committee boat, while the Shamrock, with the wind on her starboard quarter, was heading toward the northwest. After reaching the line the Columbia bore off and stood in the wake of the Shamrock. Five sailors climbed out on the Columbia's bowsprit and passing the baby jib topsail along was snapped on to the stay and hoisted up in stops ready to break out when wanted The Shamrock held on the starboard tack until she had reached very close to the line of steamers and then she took the port tack and several sailors getting out on her bow-sprit sent a baby jib topsail up ready to break out when Capt. Sycamore so ordered. The Shamrock, with the wind abeam, headed to the southward, and Columbia, reaching across the line with her boom over to port passed to the northward of the light vessel, gybed and followed on after the Shamrock Capt. Sycamore then let the challenger run off toward the westward and the Columbia followed, but a minute later Capt. Barr hauled the Columbia more on the wind and he began to work out to windward of the wake of the Shamrock

MANGUVRING FOR THE START. Three minutes after 11 Capt. Sycamor put the Shamrock about, taking the starboard tack, and both yachts were drawing together. The Columbia crossed the box of the challenger, tacked, and when she had filled away Capt. Barr bore down out of his course in order to place the American vacht on the Britisher's weather bow. Then when she got there the Columbia was luffed sharply in an effort to spill the wind out of the sails on the Shamrock and check that yacht's headway. Five minutes after 11 another gun boomed from the Navigator's deck, and a red ball was hoisted in place of the blue peter. This notified those in charge of the racers that they had five minutes left before the starting signal would be made. Capt. Barr's effort to check the Shamrock's headway had failed, and the British boat, footing fast, drew through the lee of the Columbia. They were both drawing toward the Navigator at the south ern end of the line, but Capt. Barr had been a little too soon in trying to get the challenger under his lee. They crossed the line heading on straight toward the lightship. and both wore around the lightship and gybed booms over to starboard, the Co lumbia getting on the weather quarter of the Shamrock. Then they headed to the south. Columbia broke out her jib topsail and both took the port tack. Columbia drawing across the Shamrock's bow. Columbia luffed and took the starboard tack and Capt. Sycamore followed at once with the Shamrock. They were right on the line at this time with Columbia to windward, and Capt. Sycamore managed to force the Columbia across before the gun was fired, and in doing so went over himself. They bore off and crossed the line, and having plenty of room, luffed sharply on th wind and went over again at the lightship end. The Columbia was timed at 11:10:41 and the Shamrock on her weather quarter at 11:11:01. Capt. Barr had scored one on the English skipper. The Columbia had

will publish an article of absorbing interest to those seeking apartments as well as those who have these properties to rent on Sunday, Sept. 2. — Adv.

went over the line, and although the Sham-rock was just a little to windward she was in a position where she got the back draught out of Columbia's sails and this not pleasing Capt. Sycamore, he threw his yacht about as soon as she had crossed the line and took the port tack. The wind was blowing about sight or nine knots an hour.

COLUMBIA GETS THE WEATHER POSITION Half a minute later Capt. Barr tacked the Columbia and the two were heading outheast half south, with the Columbia in the weather position. The Shamrock at once began to foot very fast. Capt Sycamore kept the yacht's head sails well filled and she soon drew up so that she got her wind clear. She seemed to be just as etiff as the Columbia, in spite of having a much bigger sail spread and a club topsail that towered above that of the Colum bia. Both yachte pounded considerably and big columns of water were thrown on either side. It did not seem as though the Shamrook pounded any more the Columbia, but, on account of her fuller bow, the long sees that were rolling in from the eastward must have checked Shamrock's sails were trimmed very flat and her satiors all line up on the weather side with their heads just over the racing rail and their feet well in board. Capt. Sycamore was the only man to leeward. He stood at the tiller in a position where be could watch his beadealle. Columbia's mainsail had more draught in it than that of the Shamrock and her headsails were not trimmed so flat. Her crew, too, was up to windward and Capt. Barr was standing to windward of the wheel. As they started off on this tack to the southward the vessel of the offshore division followed, keeping inside the guard ships, which were steamin in a straight line, with the Coreair leading the procession. The vessels in the northern division followed the guard ships, which were steaming abreast, the Erin having

Capt. Barr at once began to nurse the defender in his usual way, gradually pinching out to windward. Her jib topsail shivered in the wind, showing how close she was sailing, while on the Shamrock Capt Sycamore kept the yacht's headsail full all the time and while she was not pointing so high she was footing very fast. The wind was getting lighter, the waves which had been created with white foam early the morning were smoother and the lee side of the rollers had an oily look. The vachts had been started in a dying wind and as it turned out a very fluky and baffling one. The Shamrock footed so fast and drew so far ahead of the Columbia that many wondered why Capt. Sycamore did not tack across the Columbia's and take the weather position. But after fifteen minutes sailing, that is at 11:25, the first shift of wind gave a lift to the Columbia so that she was heading at least a point and a half higher than the Shamrock puff lasted for two minutes and in that time the defender got such a lift that there was no question of her being the leading

Evidently thinking that the wind was backing. Capt. Sycamore tacked at 11:28:20 in order to get what benefit he could out of the change. The two yachts were drawing together on opposite tacks and it still looked as though the Shamrock might possibly squeeze across Columbia's bow But before they got very close together the Columbia took the starboard tack at 11:29:24 and they were both heading in toward the Long Island shore with the Columbia about three hundred yards in the lead, but Shamrock to weather of Columbia's wake. As soon as they tacked the fleet of attending steamers changed its position. Those of the northern division which had been sailing in formation of line abreast headed in the direction the in column, while the guard ships of the

southern division were in life.

SHIPTING WIND DIVIDES ITS PAYORS The wind was shifting, one minute it would haul a point and then would back, and first one yacht was favored by the change and then headed off and then the other got the benefit of the shift. At 11:37:30 a puff favored the Columbia. a slight shift in the wind which hauled a little to the eastward let her up just a little. Capt. Barr seemed to know the pull was coming and he luffed right into it. But the next minute the wind backed again and Columbia headed on her course. Two minutes later Capt. Barr took advantage of another puff. He seemed to see every puff that was coming, while the Shamrock Capt. Sycamore just kept his boat footing straight ahead. If he got the same puffs that Columbia did he failed to take advantage of them and here Capt. Barr outsailed the English skipper.

The wind by this time was not blowing more than seven knots an hour, and while there were clouds to the northward and to the southward, indicating wind, on the water, it was dying fast. The Columbia held the starboard tack until 11:40:13 and then went about, and the two yachts were again drawing together on opposite tacks. A puff favored the Shamrock and Capt. Sycamore, taking advantage of it, challenger drew up considerably on the

COLUMBIA CROSSES THE SHAMROCE'S BOW. The Columbia lifted on the waves, and as she pounded down again the wind slatted out of her sails, and in the lighter breeze she was not doing nearly as well as she had been a few minutes before. She crossed the Shamrock's bow at 11:41:35, being about 150 yards ahead. She kept on until in a position to bother the other boat, and at 11:42 took the starboard tack. The wind here seemed to be more baffling than ever. It hauled and backed, first favoring one boat then the other. But the Columbia, being the windward boat, generally got the benefit of the shifts first, and Capt. Barr was able to make more of them than Capt. Sycamore. When the Columbia tacked on the weather bow of the Shamrock the English boat was romped off with a good full until she got her wind free again, and then she held up to her course. The two yachts were sailing abreast of each other with the Columbia to windward. They were heading toward Long Beach Hotel, but inch by inch the Columbia was eating out to windward, and she was focting just as fast as the Shamrock. At noon the Columbia got a little stronger puff, which made her neel a triffe more than the Shamrock, and under its influence she shot ahead, but the Shamrock got the puff a minute later and she, too, heeled more than she had. Then a puff headed the Columbia off half a point. and the Shamrock was also headed off. The Columbia got a lift of half a point, and this shift in the breeze failed to reach the Shamrock so that the Columbia as well as being to windward was put considerably ahead in the line of which they were sailing. The wind had fallen to less than seven knots

and after fighting its buffling breezes for some minutes, the Shamrock took the port tack at 17:14:11 and four seconds later the Coambia followed. Columbia was in a position to break Shamrock's wind and Capt. Syca-more gave a hard full to his yacht and she soon drew clear of the Columbia and got the wind free again. Then Capt. Sycamore.

ered in the wind to try and make up what he lost in romping off to get from under Columbia's ice. Another puff at 12:28 cent the Columbia ahead again and at 12:31:30 the Shamrock took the starboard tack and was followed three seconds later by the Columbia. The yachte' masts showed hard any angle of heel at all. lapt. Sycamore sent some of his men to the seward side to make the yacht get down to the lines on which it is designed to sail The move was noticed at once on the Co lumbia and some of the sailors on that boat

o give a little more heel to the Columbia. At this time the Columbia was about three hundred yards to windward of the Sharprock and the wind was still getting lighter. They held on this tack for about dx minutes when the Columbia ran into vary soft spot and Shamrock carrying little breeze along with her, footed fas and was forereaching on the American Columbia got a little puff that sent her up. At 12:45:30 Columbia took the port tack and at 12:45:48 the Shamrock followed They were well in toward the Long Beach hore, but had found a very soft spot.

SHAMBOCK IS BECALMED.

There was prospect of a wind coming out from the southwest and Capt. had tacked to the southward to get the benfit of this shift as soon as it came. Shamrock was becalmed. Her sails hung like rage and there was not enough wind to put her about. She hung for a few minutes while the Columbia with a nice little puff was heading to the southward. In under the land there seemed to be a nice sailing breeze and, fa ing to make any headway on a port tack. Capt. Sycamore a 12:48 took the starboard tack with the Shamrock and agan the yacht was hung columbia was still footing away to the southward and if the wind had come a Capt. Barr expected she would soon have been a mile to windward of the British boat At 12:50 the Shamrock got the land preeze which was coming from the east t headed her off considerably, but she footed fast under its influence. The Sham-

rock was heading to the northeast while the Columbia was heading south, a difference of twelve points between the courses of the two vachts that were trying to fetch mark that was laid east by north. This did not last long. Those on the Columbia fluke in under the shore, and while they might have got a southerly breeze if they had held on a little further it was Capt Rarr's intention if possible to keep his vacht between the outer mark and the Shamrock, and at 12:52:50 Columbia took the starboard tack and headed in toward the shore again. The Sharnrock held on the inshore tack until 12:54:40 and then took the port tack and the two yachts were going together.

The Shamrock was still carrying a nice little breeze that was blowing in under the Long Island shore, and it aided her so that at 12:57 she crossed the Columbia's bow and at 12:57:30 took the starboard tack on the Columbia's weather bow. He big steamboat Plymouth was lying dead astern of the course Columbia was sailing. astern of the course Columbia was sailing, and when she saw Shamrock cross the American boat's bow her big whistle tooted three times saluting the challenger and a few other vessels in the feet saluted also. For more than an hour and a half Capt. Sycamore had been fighting to get the Shamrock out from under Columbia's lee. He had hard luck at times, but by the half managed to gain the lead a fluke he had managed to gain the lead in the race and Capt. Barr was placed in a position where he had to try and work his boat out from under the lee of the chal-

EXCITING STRUGGLE FOR THE LEAD. Shamrock, being the weather boat, go benefit of what shifts that came is Shamrock, being the weather boat, got the benefit of what shifts that came in the wind first and consequently profited more by them than the Columbia did. But Capt. Barr was quicker to take advantage of the same puffs that favored the Shamrock than Capt. Sycamore had been when he was under the lee of the Columbia. At 10100 a shift let Shamrock up about half a point and nine seconds after it was noticed Columbia took the port tack, getting the full benefit of this puff by being thrown about very quickly. Shamrock followed at once, but Capt. Sycamore put his yacht about slowly, not killing her headway. The Columbia received a hard full to get her wind free and footed so fast that in a few minutes she was being pinched again in order to try to work across the Shamrock's how, At 1:13:00 the wind hauled a point more to the southward, heading Columbia off her course, and a minute later it caught the Shamrock and brought her in more toward the stern of the Columbia. Then the wind freshened just a little, and as they footed along the excursion steamers, which had stopped for some time, started ahead again to keep up with the racing boats.

The Columbia was fore reaching on the

The Columbia was fore reaching on the Shamrock and in order to prevent her pulling across the Shamrock's bow, Capt. pulling across the Shamrock's bow, Capit-Sycamore went on the starboard tack at 1:2:42 and Columbia followed at 1:22:19. She was then a little to windward of Shamrock's wake and began again to pick up on the bright bronze boat. They were heading east half north, the wind having gone around to southeast by east. Columbia was in a position where she got the back draught out of the Shamrock's sails and at 1:32:00 she took the port tack, Shamrock following twenty-five seconds later.

back draught out of the Shamrock's sails and at 132:00 she took the port tack. Shamrock following twenty-five seconds later. The wind was blowing more to the southward. At 1:35:50 Columbia went on the starboard tack and was followed ten seconds later by the Shamrock. A few minutes later Columbia got a little more wind than the Shamrock and then a puff a little more to the eastward headed the challenger off. It was very fluky and unsatisfactory to every one, for if a race could be made, it would be no true test of the merits of the two boats.

Both yachts had found a calm spot, their sails hung down without an cunce of wind in them. They rose and fell on the waves, sometimes sticking their long bows up toward the sky and the next initute plunging them down toward the water. Then they got a little breeze, just enough to give steerage way and at 1:59:30 the Shamrock luffed up a little to take the port tack and Columbia followed at once, showing that the Shamrock was still in the lead, although the two boats were very close together. The wind hauled more to the southward as the yachits tacked, and the Columbia, being the southerly boat, caught the change first and instead of going right about took the port tack at once and forced the Shamrock to give up the lead which about took the port tack at once and forced the Shamrock to give up the lead which she had held for a little more than an hour,

she had held for a little more than an hour, columbia takes a decided lead. The Columbia carried this puff along for some minutes and quickly opened quite a gap between her and the Shamrock. The baby jib topsail on the Shamrock, which had been smaller than Columbia's, was taken in and a larger one sent up in its place, and while this sail was down for a couple of minutes Columbia improved her position so that at least a quarter of a mile of blue water showed between the two boats. The Shamrock was a little to windward of the wake of Columbia, but as both boats could lay their course to the outer mark this was not much advantage to her. An odd shadow on the sail of the outer mark this was not much advantage to her. An odd shadow on the sail of the Shamrock made her look as though she was sailing with her jib topsail trimmed to windward. The sun threw the shadow of the starboard spreader across the head of the jib at such an angle that it looked as if the foet of the jib topsail was to windward of the outer sails. They were then approaching the mark, the guide boat could be seen on the horizon and the yachts were sailing so that they could feich the mark on the next tack. Then the mark loomed up, the bright cone suspended on the top of the lar heliographing its position to the navigators on the two yachts. Footing scarcely more than four knots an hour the Columbia dees further and further ahead and at \$30200 she took in her jib the Columbia drew further and further ahead and at \$22.00 she took in her jib topeal and the men on the boat sent a

balloon up in stops to break out as soon as she turned the mark.

At 3:04:30 Columbia took the port tack and at 3:05:32 she passed the mark, eased off her main sheet to starboard and broke out the balloon jib topsail at once. It had taken her three hours, fifty-four minutes and forty-three seconds to beat fifteen miles to windward. As soon as her balloon filled, the jib was lowered and then the fore staysail, and she was reaching toward the home mark in an effort to make the race within the five and a half hours. The Columbia passed to windward of the Shamrock at 3:08:30, but the challenger was on her way out while the American boat was her way out while the American boat was of her way out while the American boat was sailing for home. At 3:12:12 the Sham rock took the port tack. She had fetches very close to the mark and she went by at 3:12:47 some of the crew lowering awas a small jib topsail and the fore staysail while others slacked off the main sheet while others slacked off the main sheet as she rounded. Capt. Sycamore had thought it best to carry his small jib top-sail right up to the windward mark and make his change of headsails after rounding. COLUMBIA LEADS AT OUTERMARK

COLUMBIA LEADS AT OUTERMARE.

It had taken the Shamrock four hours one minute and forty-six seconds to reach the outer mark and the Columbia had beaten her on this leg seven minutes and three seconds. In actual distance the space between the two boats was about half a mile as they were not travelling more than four miles an hour when they turned the windward mark. As soon as the jib topsail and fore staysail on the Shamrock had been lowered the crew sent up a balloon fore staysail and a reach jib topsail. Capt. Sycamore was banking on the wind hauling further to the south and if he was right Capt. Barr was wrong. The balloon fore staysail was broken out at 3:13.55 and at 3:16 the jib topsail was broken out. It was soon seen that Capt Barr had made an error in setting his balloon jib topsail. The wind was hauling and it was all aback. The fore staysail and jib were hoisted again on the Columbia and all the latter was to the halloon in topsail. and it was all aback. The fore staysall and jib were hoisted again on the Columbia and at 3:17:20 the balloon jib topsall was lowered away. The crew worked quickly. It was taken off the stay and a reaching jib topsail, a smaller one than that carried by the Shamrock, was sent up in its place and broken out at 3:20.

The wind was narrowing all the time. The course was west by south and the

The course was west by south and the wind had got around to south southwest so that it was forward of the beam, and the so that it was forward of the beam, and the yachts were sailing to northward of their course in order to keep their headsails full. Even then the Shamrook's headsails were aback part of the time, and at 5:21 the balloon staysail was taken in and the reaching staysail was broken out a minute later. This was pretty quick handling. It was very doubtful if the race would be completed within the time allowed for it. They had from the time they turned the outer mark about one lowed for it. They had from the time they turned the outer mark about one hour and a half to sail fifteen miles. It would only take a moderate breeze to send them home within that time, but the wind would blow for a few minuets and then it would lighten up. At times it would blow so that they could keep on their course and then it would hauf so that they were headed off.

It was a most unsatisfactory afternoon

It was a most unsatisfactory afternoon and a trying day for the captains and the crews. On the Columbia the men were all gathered on the port quarter, while on the Shamrock they were all well aft but a few were put on the starboard side in order to try and trim the boat to the point where she sails best. Reaching has always been supposed to be the strong point with the Shamrock, and it was expected that after turning the outer mark she would begin to crawl up on the Columbia, but even if she were a faster boat at reaching than the American boat, she would have had to do some phenomenal work to have made up the half mile difference between them at the outer mark before she reached the finish line.

At 3.45 o'clock the wind was so light the time them to the outer but but the outer mark before she reached the finish line. It was a most unsatisfactory afternoon

At 3:45 o'clock the wind was so light hat it just blew the head sails out, but hid not heel either boat at all. They were did not heel either boat at all. They were going along at about four miles an hour and all thought of making a race had been given up. Some of the excursion steamers had started off for the city, and others were going along ahead of the yachts, but keeping them in sight in case any thing interesting should happen. The racers crept on and on very slowly, the guide boat keeping about two miles ahead of them and the Regatta Committee boat about half way between the guide boat and the Columbia.

COLUMBIA A MILE AREAD AT TIME LIMIT. By 4 o'clock the Columbia had increased her lead to about three-quarters of a mile and then very slowly she improved this position until at 440 o'clock, five hours position until at 440 o'clock, five hours and a half after the yachts had been started from the Sandy Hook Lightship, a gun boomed out from the Regatta Committee beat Navigator, and the signal was hoisted declaring the race off for the day. The time limit was up. The Columbia was about seven miles from the lightship and she was about a mile ahead of the Shampack. As soon as those on the Columbia, she was about a mile ahead of the Shamrock. As soon as those on the Columbia saw the signal her jib topsail was run down, she hove into the wind and then her clut topsail was lowered. The tug Wallace B. Flint had been keeping close to the Columbia all through the race, and specially all the sails and made the yapit song for the night. When those on her Shamrock saw the signal they bore off the course and headed up to meet the tug Jahes. A Lawrence. That tug had been in fose attendance throughout the race and fery soon the Shamrock was being towed into her moorings and her crew lowered the sails and made her snug, while thoe on board chatted about the flukes of thiday. It was nearly 6 o'clock when they jot to their moorings and the crews were dickly transferred to the tenders where dickly transferred to the tenders where the will have put us under a debt of gratified. their moorings and the crews were dickly transferred to the tenders where the will rest until the next race, which will besided

rest until the next race, which will to-morrow.

The race was an unsatisfactory of from every point of view. The wind firm the time of the start and until the ree was declared off was baffling. It was lowns geast by north at the start and ibout 8 or 9 knots an hour. For abof fifteen minutes there was every prospectif a good quick race, but then it backedabout a point and a half, and the Columbi catching this shift first, was greatly beffled by it. It put her well to windwid of the Shamrook and Capt. Barr, whi is one of the cleverest skippers who ever sailed a vacht to windward, managed keep the Shamrook under his lee until sew minutes before to clock, or about an hor and three-quarters after they had starteon the race. The wind in the meantime habeen hauling and backing. First a point he way and then a point another, and why both yachts were favored or hurt by the shifts the windward boat usually had se best of the luck, and the Columbia gotier share vesterday. A few minutes here to clock the vachts had reached a fint southward of the Long Beach Hotel. The wind was very light and there was kery indication that it would haul more the southward. Capt Barr tacked the Colimbia, and heading to the south was evicitly looking for this shift. The Shamrod tried to follow, but after coming up in he wind she got in irons and was hung; for a couple of minutes in a flat, calm of. She had just filled away to stand fer the Columbia when a better breeze is coming off the shore and Capt Sychore, scenting it quickly, tacked ship ain to stand in and meet it.

Again the Shamrof was hung up in The race was an unsatisfactory of from

quickly, tacked ship ain to stand in and meet it.

Again the Shamror was hung up in the same calm spet, ht she finally filled away on the starbor tack and getting a little streak coming in the shore headed toward the norther. At the same time the Columbia was fading south and the yachts were not are than half a mile spar! This will be a fair idea of the condition of the hid during the race. Capt Barr was foul to stand in after the Shamrock but the olumbia had lost and when the Shamrock tecked off shore again she crossed Columbia bow and took the weather position They went on for another hour withe Shamrock keeping between the Combia and the weather mark. The two achts were very close together and en was handled well. Just before 2 o'clog the wind hauled again toward the sour and the Columbia, just as she was taging to head to the scuthward, got the at first and was enabled to again take thread which she held until the race was diared off.

SEIPPERS DIVE HONORS AT THE START. The manusting at the start was very clever and hors were about even when they went of the line. Just before the starting gunapt Sycamore had his boat to leward /the Columbia and was able

to force Columbia across the line, but in doing so the Shamrock crossed also. The line, however, was long enough for the two boats to bear off and cross back and then luff and get over again before the handicap time. When they crossed the second time the Columbia was in the lead by twelve seconds with the Shamrock on her weather seconds with the Shamrock on her weather quarter, but in pinching up to get the weather position Shamrock's headway had been checked and the Columbia was moving much faster. The boats were so close together that the wind drawing out of the Columbia's sails were backing the head sails of the Shamrock and although Shamrock was to windward her position was not a good one and this is shown by the fact that Capt. Sycamore took the port tack as soon as the Shamrock was over the line in order to get away from Columbia. The columbia followed on this tack half a minute later.

of the race that the Shamrock showed her best sailing of the day. She footed very fast and was pointing about the same as the Columbia. After fifteen minutes sailing the Columbia astern of the yachts the Columbia. After fifteen minutes salling it looked to those astern of the yachts as if the Shamrock by tacking would cross the Columbia's bow, but just then the wind backed so that Columbia headed up at least a point and a half and got a good weather position. Capt. Sycamore was critisized for salling his boat in a light breeze with sheets so flat that she was almost dead and it was thought by many that if they had been started just a little in order to give a better draught to the sails, the to give a better draught to the sails, the Shamrock would have made a better show-

ing in the light alr.
In light breezes, such as prevailed yesterday, the Shamrock does not seem to be a match for the Columbia. Turning to indward the two boats were very together all day, but when the wind shifted so that they were able to lay their course o the outer mark the Columbia slowly but urely forged ahead and on the reach home he improved her position by another half

Sir Thomas Lipton and his friends on the Sir Thomas Lipton and his friends on the Shamrock have asserted that they want a 10 to 12 knot breeze to make their boat do her best and from the few minutes racing at the start when there was a nice sailing breeze it looked as though Shamrock will be better in a whole sail breeze. Yesterday's trial told very little. It was too full of flukes and fizzles to be at all reliable and possibly when the two boats meet again and have a steady, true breeze a different story may be told, but last night when those who had seen the attempt to make a sace returned to town, Columbia's stock had gone way up and it was freely stock had gone way up and it was fr predicted that the Cup would stay for some time to come. The table followed

BEAT OUT FIFTEEN MILES.

LIPTON HOPEFUL AS EVER. Thinks the Sailing Yesterday Was Not a Test of the Shamrock's Ability.

The bountiful supply of optimism which dir Thomas Lipton has regarding his boat was not diminished one lots by the fact that the Columbia was leading by a considerable distance when the race was declared off. His faith in Shamrock II. was not shaken in the least, and on his steam vacht Enn, from where he saw the contest he declared after the yachts had ceased racing that he was just as confident of liftng the Cup as he has been all along. Sir Thomas discussed the race, such as it was freely and did not appear in any way disturbed at the failure of Shamrock to keep pace with the defender. The view from the Erin, by the way, was one of the best

to be had anywhere.
"I really do not see what I can say," remarked the Irish Knight when asked for an opinion concerning the day's tussle, but the more he thought of it the more he found to say, giving full credit to the Columbia handlers, like the good sportsman he is: "The wind, as you saw, was very erratic and rarely to be depended on." sid. "When the wind did come along much epended on where the yachts happened to be, whether they would get it or not. It cas such a wind that it was no test of sailing, and I am every bit as hopeful as I was before that the Shamrock will capture the

Cup.
Nothing could have been better the way the Columbia was handled. I never saw the work of the Columbia sailors

have put us under a debt of gratitude, and that's a nice feeling to have, whether you win or lose. The management of the race to-day was splendid. It couldn't have been better. The policing of the course was excellent, and the yachts were not bothered in any way whatever."

Sir Thomas was asked if he thought taking the paint off the Shamrock's topsides had made any difference in her sailing The fact of there being no paint could not

have done any harm," he replied. Capt. Robert Wringe, who sailed the Shamrock I. against the Columbia two years ago and who also handled the 70footer Mineola last season, was on the
bridge of the Erin with Sir Thomas Lipton
during the race. The Erin was on the
inside of the line of boats following the
racers and one of the closest boats to them
Capt. Wringe, Sir Thomas, Dr. Mackay
and several others on the bridge of the
Erin followed every movement of the rival
yachts with close attention through their
glasses. While the race was on Sir Thomas
did not leave the bridge. In fact he soarcely
stirred from his position on the starboard
side of the bridge, not even coming down for
hincheon. Capt. Wringe was close by him.

"What is your opinion of the ability of
the two boats?" was a question put to Capt.
Wringe. years ago and who also handled the 70-

Wringe
"If the wind had kept steady it would have "If the wind had kept steady it would have been a mighty close race," he said. "I wouldn't like to say that one boat would have been ahead of the other and would just as lief have backed one as the other. When the wind went down the Columbia did the better. As for the Shamrock, it was one of the worst days for her she could have been put on the water.

"The sails of the Columbia could not have been handled better than they were. The

been handled better than they were. The fluke that cost the Columbia the lead going to the outer mark was no fault of the man handling her. There were two big flukes in the race. The Columbia got the better of the first one and took the lead and the Shamrock profited by the other one and went ahead. At first when standing on the port tack the Shamrock was sailing away from Columbia when the fluke her. away from Columbia when the fluke brough

Cornect Ares for Bre: Raincoats

for the Yacht Races. Thoroughly tailored garments Ready to wear, \$18 to \$12.

George G. Bragamers Broadway, Cor. 36 4

Steinway & Sons

beg to announce that they have opened for the convenience of their patrons

Retail Warerooms

Windsor Arcade Fifth Avenue.

in addition to their present warerooms at

Corner 46th Street,

STEINWAY HALL. 100 E. 14th St. NEW YORK CITY.

er up. The second fluke was a matter falling winds."
"What about the time the Columbia again took the lead, led around the outer mark and continued to lead on the run

"The Columbia simply worked up through "The Columbia simply worked up through the speed of the boat. She continued to crawl away, although just before the fini-it I think Shamrock had reduced Columbia's gain a little. However, it was then straply a case of Columbia beating her in that sort of weather. No, I don't think Columbia will outpoint Shamrock in a wind."

will outpoint Shamfock in a wind "
"Not much," exclaimed Capt Matthews of the Erin, when asked his opinion of the race "Do I think it was a line on the boats." I think it was a line on them in weather such as we had to-day. But give us a breeze, a good west-nor west breeze, and a smooth sea and I think we will show you something. My only hope is that we get a nice, sociable breeze and then we'll see some fun. I want to see something steadler than flukes all day."

The guests of Sir Thomas Lipton on the Erin had a fine view of the competing yachts and an enjoyable sail, with every possible arrangement for their comfort, even if they did not see a fluished yacht race. Next to the yachts themselves and the busy petrol

he yachts themselves and the busy per-coats the Erin probably came in for mo-attention than any other craft on the water attention than any other craft on the water. The passengers on passing boats would frequently make the air shake with their cheers for Sir Thomas. A salvo care from the big steamer Plymouth, black with onlookers, and amid the cheers from the big crowd on the Chester W. Chapun could be heard the strains of "Come Back to Erin" and "God Save the King" from a band on deck.

Sir Thomas greeted his guests as they climbed up the gangway of the Erin, having been brought out from the Battery on the steamer Victor. Just before reaching the Erin, which was anchored inside the Hook, the Victor passed the Shamrock going out under tow. This was the first sight many of the Erin's guests had of the Cup hunter.

and handkerchiefs fluttered and lingwere called to upon attest the admiration
which the invading yacht commanded
On the Victor, bound for the Erin was alimmense floral horseshoe made of roses
and chrysanthemums with a huge
shamrock in the centre. A white
ribbon attached to the horse-shoe
bore in green letters the proverblal words.
"Good Luck." Besides the horseshoe therewere rescent in the way of two bull terris puns, two Irish terriers, two noisy, cha tering parrots and a green chicken not nature, made the chicken's fe of the color dear to the Emerald Isle chicken was a haughty fowl, noticing neither passengers nor yachts and deigning neither passengers nor yachts and deigning only to pick up crumbs from the deck of the Erin. The dogs were more sociable, but a bone nearly caused an open ruction among them before the day was over. It was said that there was still another mascot on board, the same being a white rabbit, but the blonde rabbit did not put is an appearance above decks.

when the first gun was fired there was a When the first gun was fired there was a luil in conversation among the Erin's passengers and an edging toward the railing to get a good view of the boats as they jockeyed about the starting line. The Shamrock, in circling about, came so near the Erin that a stone might have been tossed on her deck and dozens of pairs of glasses were trained on her. "Isn't she a beauty," was the observation heard on all sides as she swept around with her towering cloud of canvas. Soon after the Columbia hove near and she, too, came in for close scrutiny and numerous complimentary comments.

in for close scrutiny and numerous com-plimentary comments.

The crew of the Erin naturally were as much interested in the race as anybody.

"Shamrock's running like a hare" was the remark made by one of them soon after the start. Shamrock was speeding "like a hare," but it was not long before the aspect of things had changed and Co-lumbia was in the lead. "Columbia's about six lengths ahead," said Dr. Mackay, when asked how the boats were doing.
"Columbia caught a lift of wind which put her ahead," explained Capt. Matthews, "but we ought to run her a bit you know, if the wind holds firm."

Later when the prankish wind forced Co-

If the wind holds firm."

Later when the prankish wind forced Columbia to make a manœuvre which cost her
the lead there was much suppressed excitement on the Erin. All of it was not suppressed, but Sir Thomas and those near
him were as cool as ever. "That's a marvellous bit of luck for Shannock, "was one omment. "luck and good sailing." A close neighbor of the Erin about this time was the tug Richard Croker. The name attracted attention and Croker himself was distinguished looking out from the pilot house. The Tammany chieftain wore pilot house. The Tammany chieftain wore the regulation yachting cap and was a much gazed-upon personage for a few

moments.

To the din which greeted the yachts as they in turn rounded the outer mark was added a shrill screech from the Erina whistle as the Shamrock turned for the whiste as the Shamreck turned for the homeward journey. While the yachts were going back and just before the race was declared off a carrier pigeon was seen hovering about the Erin. The bird ap-peared to be tired and finally sought a resting place on one of the spars of the steam yacht. It was easily caught and

steam yacht. It was easily caught and attached to it was a message apparently intended for some newspaper.

When it became evident that the yachts would not finish within the time limit, Sir Thomas left the bridge of the Erin long enough to have his photograph taken, being one of a group composed of himself and the English athletes and cricketers who were on board. After the guests had who were on board. After the guests had gone back to the Victor and as the latter gone back to the Victor and as the latter boat was passing the Erin homeward bound, three hearty "hip, hip, hurrahs" were given for Sir Thomas and then all joined in singing. "For He's a Jolly Good Fellow". After the Erin had come to anchor, Manager Jameson, of the Shamrook came aboard the steam vacht. He had the following to say about the race:

"I must say I am both surprised and pleased at the excellent manner in which

I must say I am both surprised and pleased at the excellent manner in which the course was kept clear. I hope it will be kept as clear through all our races. Of course, the day was a poor one for racing on account of the fluites."

Designer Watson said: "I am very well satisfied with what the boat did to-day. Whenever she had a breeze of any strength she did exactly as I expected her to do."

her to do."

The following guests were on the Erin R. E. Cameron, K. C.; Butler Aspinall, K. C.; H. C. Biron, K. C.; Mr. and Mrs. J. R. Butler, B. J. Greenhut, Mr. and Mrs. H. Siegei, Miss Vaughan, E. Schenik, Whitley Thomson, M. P.; R. Rigg, M. P.; John Arbuckle, Mrs. Hodges, Mrs. Jefferson Davis Haves, Thomas G. Patten and Mrs. Patter, Co.